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THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

Captain C. E. Benham has gone to Buffalo on business.

The Warren is being thoroughly refastened with ⅞ inch iron.

Captain George Stone has sold his interest in the schooner Kate Richmond to Mr. Kenney, a tobaco dealer.

Captain Ira Mansfield, agent for the Young Coal Co., at Amherstburg, Ont., was in the city this week.

Captain James Davidson, who is building a consort for one of his steamers at Bay City, was in this city yesterday.

The sale of the General Franz Seigel to the Chilson Brothers of Lorain by the Russell estate has finally been completed. The price named is $5,000.

The tug Annie Robertson, owned by A. Biemiller & Co., of Sandusky, advertised fo sale in the MARINE RECORD, has been purchased by Lay Brothers for the sum of $2,600.

The softer weather of the past few days has brought out a small army of ship carpenters and calkers, who are busy at work on various craft in the river.

The propeller Oscar Townsend and consort the schooner Edward Kelley, owned by Mr. R. Rhodes, of this city, have been placed under the management of Captain George McKay.

The Commodore and Peck have been chartered by the Diamond Match Company for lumber from Ontonagon to Cleveland. The rate will be 75 cents above that established at Bay City at the opening of navigation.

Messrs. Grover & Son have secured the contract for furnishing the fitout for the new iron freight steamer drawing toward completion at the Globe shipyard. The specifications include the Felthousen & Russell signal lamps, which have the reputation of giving the most perfect colors of any in use. Kennedy & DeForest will do the plumbing and Heil Bros. & Hill will supply the mattrasses and furniture.

Lyman Brothers, yacht and boat builders, foot of Case avenue, are building a very handsome sloop yacht 42 feet in length over all, 12 feet breadth of beam and 5 feet depth of hold. Her house will be raised above the deck sufficiently to give her a cabin six feet in height. She will be used by the firm as a pleasure yacht, and will be entered at the regatta. With her fine lines and splendid model she ought to become a flyer. The firm are also building twenty-five row boats.

We printed a paragraph last week, which said that the collision case of the Lizzie Law and R. B. Hayes had been decided in favor of the Law. The information was volunteered by Captain D. Nevells, and was apparently given in good faith. It transpires, however, that the case has not yet been argued and of course the above statement is not correct, and was prompted, perhaps, by a little petty spite or a desire to be funny at the expense of the then captain of the R. B. Hayes.

Included in the deficiency bill reported in Congress on the 20th, was an item providing for the payment of volunteer surfmen of the Cleveland lifeboat station, ten men ten days each for services rendered on the occasion of the great flood of the Ohio river in February last, such sum as shall be just, not exceeding $5 to each person for each day's services. After this payment has been duly made there will still be a deficiency for the same service to the same men for the gallant and effective aid rendered by them. We move to amend by changing to the words "not less than five dollars."

The trial of admiralty cases in the United States District Court will be taken up some time next month, after the jury business is finished. The following is a complete list of all the cases now pending on the docket:

1631—John P. Clark vs. barge Alice Strong.
1803—Charles Chapman, et al. vs. scow H. A. Lamars,
1815—Wm. J. Miller vs. schooner Franz Seigel.
1819—A. C. Robinson, et al. vs. tug Patrick Henry.
1823—Jesse Sims vs. propeller Chicago.
1828—Henry Wallace et al. vs. propeller Saginaw Valley.
1829—John Oades, et al. vs. 648 tons of iron ore.
1845—John C. O'Donnell vs. tug R. K. Hawley.
1848—Laban B. Fortier et al. vs. 500,000 feet of lumber.
1849—Laban B. Fortier vs. 500,000 of lumber.
1850—John R. Preston vs. about 70 cords of stone.
1855—Frederick E. Hart vs. H. D. Goulder et al.
1860—In the matter of the petition of John W. Moore, et al., for limitation of liability as owner of the barge H. B. Tuttle.
1865—In the matter of the petition of Louis P. Smith for limitation of liability as tug owner.
1866—Variety Iron Works Company vs. propeller W. A. Moore.
1869—Louis P. Smith vs. barge Little Wissahickon.

The event of the winter at this port was the placing of specifications with the Globe Shipbuilding Co. for two iron sidewheel passenger steamers, to be completed late in the season, and to ply—on their route, which we are not at liberty to name at this time. Darius Cole, of Detroit, will put his "calamities" into one of the steamers, and John A. Sloane and others of Detroit, will build the other, and the boats will be run in connection on the same route. The specifications for both steamers call for 200 feet keel, 210 feet over all, 32 feet beam and 10 feet moulded depth of hold. They will have wooden decks and wooden rail, but iron decks forward and over the coal bunkers and iron coal bunkers; the sheer and keelson strakes will be 7-16 inch iron plating, and the balance ⅜-inch; iron deck and guard beams and steel frames, with reverse bars to the sheer strake and bilge alternately, and five water tight bulkheads athwart ship. The boats will both have new boilers 13 feet in diameter and 17 feet long, among the largest on the lakes, which will furnish steam at a working pressure of 70 pounds for second hand beam engines, one being that of the old sidewheel steamer Keweenaw, and the other that of the Dunlap, formerly in the Green Bay and Escanaba trade. Both boats will have short cabins for the accommodation of the crew, and will be fitted up in an elegant manner for the excursion business, which carried off the profits last season, and which is yearly growing more popular with the residents of the towns and cities of our beautiful lakes.

SOUTH HAVEN.

Special to the Marrine Record.

James S. Donahue has sent a message to the Chicago Inter Ocean which says: The steamer Michigan is in sight off this harbor. She bears west northwest, and about twelve miles in the lake. She is headed south and working slowly. I started the light to-night for them as a signal that they are seen, and the sight of it will cheer them up.

BUFFALO.

Special to the Marine Record.

Mills & Co., shipbuilders, have put a new boiler house on the steamship John B. Lyon and have done some repairs on the John M. Hutchinson. They will put a new engine house on the steambarge J. C. Kershaw.

David Bell, is building an engine 18x20 and a steel boiler 6 feet 6 inches diameter, 12 feet long, for a tug which is being built at West Bay City, by Captain James Davidson, of this city. He is also building an engine 13x14 for a yacht owned by Dr. Brownlow, Ogdensburg, N. Y.

Messrs. O'Grady & Maher, ship and boat builders, are rebuilding the tug Annie P. Dorr, of Maytham's tug line. M. Ritter will supply her with a new boiler 6½ feet in diameter and 13 feet long. This firm will at once commence building a ferry scow 90 feet over all, 22 feet 6 inches beam, and 5 feet depth of hold, for the Buffalo and Grand Island Ferry Company.

In the Buffalo Superior Court, before Judge Haight, John McKenna plaintiff, the Delaware, Lackawanna & Western Railway Company defendants, the plaintiff claimed $20,000 damages for the loss of a foot in September, 1883. He was then first mate of the steambarge Ballentine, which was laying at the defendant's dock, waiting to take on a load of coal. The plaintiff was about to proceed from the dock to go up town, when he was run over by the defendant's cars. The plaintiff was non-suited, as the judge considered he did not use proper care in crossing the track. McKenna is a resident of Milwaukee.

George H. Notter, ship and boat builder, is building a tug for M. Scanlon, of Tonawanda, to take the place of the tug Cramer, wrecked last fall on the Emerald reef. The new tug will be 60 feet long, 14 feet breadth of beam, 6 feet depth of hold. She will have the Cramer's engine, and M. Ritter is building a new boiler for her. Mr. Notter is also building a steam canal boat, and Donaldson & Whitman are building the engine for her, 12 x16, and M. Ritter will build the boiler. Mr. Notter is also building a passenger steamer 90 feet long, 18 feet beam and 4½ feet depth of hold, at Orrilia, Ont., for Captain Chas. McInnes. Messrs. Doty & Son, Toronto, have built her engine, 14x16, and also her boiler.

The Union Drydock Company have been very busy since the close of navigation, and have kept a large gang of men busy all the time the weather would permit. They are getting the new iron steamship Tioga, built for the Union Steamboat Company, completed as fast as possible. Her boilers, 10½ by 17 each, built by M. Ritter, have been placed in her, and her double, steeple compound engine, high pressure 22x48, low pressure 42x48, built by H. G. Trout, King Iron Works, will be placed on her at once. The propeller Wissahickon, of the Anchor Line, is in one of this company's drydocks getting new steel arches, new fenders and calking inside and outside. She will get new main and upper decks aft, and new stanchions, plank sheer and rail, a new engine room and a new rudder. The steambarge S. C. Hall is in drydock getting new rider keelsons, additional floor keelsons, refastening and calking all over. The barge Fannie Nell is in drydock getting new frames forward and aft, new main keelson, new ceiling, entire new deck frames, decks, hatches and hatch combings, plank sheer, stanchions, stringers and rail, all new upper work, refastening and recalking. The schooner John G. Masten is having new cants fore and aft and new ceiling. The steamship Hecla is getting new steel arches in her hold. The steambarge M. M. Drake is getting a new upper deck, thereby converting her into a double-decker. The steamer Potomac will go into drydock and be converted into a towbarge. T. W

RACINE.

Special to the Marine Record

Regarding the new Green Bay Line, there are three propellers, I think the remnants of the the old Commercial Line, that are chartered by the G. B., M. & St. Peter R. R. It is understood that the Delaware and Lackawanna has recently purchased control of the G. B., M. & St. P. R. R. They are going to put on a line to Buffalo to compete for some of the St. Paul and Minneapolis trade to the seaboard, but what the ships are I can not say. There will undoubtedly be some put on the route, and it will be a paying route too.

The fish tugs out of here report that the lake is nearly frozen over, and it is the report of the propeller men that if this arctic weather keeps up for the next ten days there will be a total cessation of trans-lake trade until spring. The north end of the lake is all solid. The passage of sleighs from the Beavers to the west and east shore has been made regularly for the past two or three weeks.

The prospect of the coming season's business is fair. While I do not look for a boom that will drive freights wild, still I think that the year of 1885 will be a profitable season for all lake craft that will engage in the trade. COMMODORE.

FRANKFORT.

Special to the Marine Record.

Lake Michigan is, as far as can be seen from here, full of ice. From the northern stage driver I learn that the keeper of South Manitou Island lighthouse, where he has a large range, cannot detect a sign of water, and I should judge that the foot of the lake is frozen over solid, and the belt of ice along the shore of Lake Michigan extends on the average from fifteen to twenty miles wide from the coast. I think there is open water and fields of drift ice beyond this. That water is far off is certain, for ducks are found laying about on the ice, weak and unable to fly, and not a particle of food in their crops. A few days ago a boy caught a bird of the pelican family, called grebe. This bird had strayed far from home, as it belongs to the Hudson Bay region, and very seldom is seen as far south as this. It was so weak that it died the next day. There was no food in its crop, and it is thought had flown from Hudson Bay to Lake Superior, and in seeking for open water, had strayed this far. It seems that we will have a repetion of 1873, when Lake Michigan was frozen over. C. B.

GRAND HAVEN.

George Sheldon, the porter of the steamer Michigan, and one of the crew that came off Tuesday, started back to West Saco, and telegraphs from there that the Michigan is in sight, and that if fair weather prevails he will go out on the ice to her. He is taking great risks, and all urged him not to go. Agent Wallace, of the line, while deeply interested in the Michigan, urged him not to go, and at least not to go alone, but the

[Continued on 5th page.]

MARITIME LAW.

SALVAGE CLAIM.

United States District Court, Philadelphia.

In the United States district court at Philadelphia, Judge Butler recently rendered a decision allowing $1100 salvage to the tugboats Lizzie Crawford, Charles H. Toy and E. L. Cain.

On the evening of Saturday, November 17, 1883, the buildings of the Pennsylvania railroad company erected on pier 46, south wharves, caught fire and were with their contents consumed by the flames. The buildings were constructed of wood and their contents being of a highly combustible character, the flames spread rapidly and the fire became quickly dangerous to the shipping in the vicinity. The bark Kryolite, lying at the pier north of the burning buildings, was towed into the river in flames; a tug boat, without steam up, was hurriedly pushed into the stream and committed to the current. At pier No. 47, to the south, the steamship Indiana of the American steamship line was moored; she was on the southern side of this pier; she was without steam and was unable to move; those in charge of her called upon tug boats for assistance, which was rendered by the three tugs above named. They got the Indiana into the stream and made her fast to a wharf some distance below the place of fire. For this service, Enos W. Cain, William T. Bull and Albert Harris, the respective masters of the tugs, filed a libel against the Indiana and claimed $10,000 salvage.

At the argument of the suit before Judge Butler, Messrs. Flanders and Pugh contended: The fire caught the northern side of the building upon pier 47; the yardarms of the Indiana, which was lying at the southern side of pier 47, were scorched and blistered by the heat and flying cinders, the wind was west northwest, and was blowing the flames toward pier 47 and the Indiana. Soon after the wind changed to southwest, and the change doubtless prevented the fire from spreading further southward; had it continued to blow from the northwest, nothing could have saved pier 47 or the steamship lying against it. Captain Fuller, the assistant marine superintendent of the steamship company, ran to the stern of the Indiana and called out for tugs to pull the vessel out and save her; the Crawford, Cain and Toy responded to the call; and this time the fire had reached the upper part of pier 47 and that pier was burning; there was great confusion, excitement and alarm, and spectators and those in charge of the vessel believed the Indiana was in great danger. An explosive patent paint was underneath the wharf and it was feared the fire would reach this. The Crawford made fast to the Indiana's line, which had been cut, the Cain was ahead of the Crawford with a line from her stern to the Crawford's bow, and the Toy was lashed alongside the Crawford; acting together, the three tugs pulled the steamship into the river, where another danger was encountered in the bark Kryolite, which, on fire, was drifting down with the tide. The tugs took the Indiana to a wharf further down the river and stayed by her until the fire was under control. The Indiana cost over $600,000 in 1873 and at the time of fire was worth from $150,000 to $250,000. The value of the tugs aggregated $24,500 and thirteen of their men were in service. The fact that the tugs were to the fire for the purpose of saving any vessel in danger, does not detract from, but rather adds, to the merit of their service. Nor is the meritorious character of their service lessened by the fact that the court showed that the Indiana might have escaped with but slight damage if she had remained in the dock; every one present believed her to be in great danger. A reasonable apprehension of immediate danger is sufficient basis for a salvage compensation for rescuing a vessel from fire. It has been decided that a vessel whose captain apprehended danger from a fire in the neighborhood and exhibited a signal for a tug, was liable to the tug for a salvage service. The tugs and the Indiana were also in danger from the drifting and burning bark Kryolite. The libelants think that under the facts of this case they should not receive less than $10,000.

Messrs. Henry and Ward for the Indiana: The fact is that pier No. 47 was entirely uninjured by the fire, except being scorched in one or two places on the boards which cased the platform lying outside of the north side of the shed. The steamship is of iron and being out of service at the time, had no cargo on board; 30 men were on board; 45 lbs. of steam were on the donkey-engine and the fire-hose ready for use. The wind blew all the heat and cinders away from pier 47 up and across the river After the fire on pier 46 blazed up, Captain Fuller went aboard the steamer, ordered all hands on deck, cast the mooring loose, and the steamer began to drift out of the dock. A very few minutes after the fire broke out, a number of tugs came to pier 47, looking for vessels to assist. Captain Fuller hailed the Lizzie Crawford and the E. L. Cain to help him out into the stream, he having selected those tugs from the others. The whole time of the employment of these two tugs was three hours, of which not more than half an hour was spent in active service. The little tug Toy endeavored to give the steamer assistance, but Captain Fuller refused to allow her, and the only part she took in the manœuvre was to embarrass all concerned and nearly swamp herself by passing out between the Crawford and Cain over the hawser which joined them. The steamship, by using her donkey-engine and winch, could have readily helped herself out of the dock and drifted down the stream on the tide; she is constantly moved in the dock in this way, in point of fact, as it turned out, she could have lain at pier 47 with perfect safety all through the fire. There was absolutely no unusual danger, exposure, skill or labor rendered by the tugs, nor any circumstances varying it from an ordinary towage service, except the apprehension of Captain Fuller upon a possible change in the wind, which made him think it prudent to move the steamer further from the fire. The tug Toy is not entitled to anything and is liable for costs; the Crawford and Cain are entitled to liberal compensation for a towage, but not for a salvage reward; the demand of $10,000 is unconscionable and oppressive.

In deciding the case, Judge Butler said:

"That the libelants rendered a salvage service I cannot doubt. The respondents (in the brief submitted) admits that it was a technical salvage service in respect that the parties were not connected with the ship, and there were circumstances which required removal in consequence of the peril, nont for the purpose of a voyage." When it is considered, however, that the vessel is constructed of iron, that the sails were packed away, that she was without cargo, had capacity to move (though limited,) that a number of tugs, capable and willing to aid her, were at hand, the peril seems to have been very slight indeed.

"What is just compensation for the service it is difficult to determine. There is no rule by which it can be accurately measured. The time, labor, expense and risk, expended and incurred, and the enterprise shown by the libelants, and the value of the services to the respondent, must be considered. An examination of adjudicated cases involving salvage affords little, if any, aid. Each case stands upon its peculiar facts, and no two are alike. What is a proper allowance? is a question for the sound discretion of the court. In some of the reported cases the allowance, viewed in the light of the reported facts, seems unreasonably small, while in the others it seems so grossly excessive as to look almost like robbery. While the value of the property saved is entitled to consideration, it is by no means entitled to a controlling influence.

"Considering the circumstances before adverted to,—the time, labor, expense and risk, expended and incurred, and enterprise shown, by the libelants, and the value of this to the respondents,—what compensation should be allowed? The time occupied was but a few hours, the labor and expense were little, if any, greater than that involved in ordinary towage, for the same period, the risk involved (to the libelants) was very slight and the enterprise displayed was not extraordinary. If the respondent had been entirely without power to move, and no other help than that of the libelants been within reach, the value of the service to her would have been very great. As we have seen, however, she could move (though probably with some risk) and abundant aid was at hand awaiting call.

"In view of all the circumstances, I believe $1,100 to be a just allowance. I do not doubt that the libelants would very cheerfully have contracted in advance to render the service for a smaller sum, and I think it improbable that the respondent would have contracted to pay more, considering her situation and the abundant means of escape at hand.

"I do not think the damage sustained by one of the tugs should be charged to the respondent. This occurred as she passed out of the slip in which she lay when the fire broke out. While it is possible she might have remained in with safety. I cannot believe she would have stayed so near the fire and taken the risk of destruction, even if the respondent had not required aid.

"I am asked to withhold costs from libelants because of the extravagant claim (10,000,) for which the vessel was arrested. Were it shown that the respondent manifested a willingness to pay a reasonable compensation, I would grant this request. The arrest of vessels for claims so exorbitant as to justify a conclusion that the libelants know them to be grossly unjust, is reprehensible and deserves rebuke. But in the absence of any offer of adequate compensation, and considering the case with which the respondent here might have had relief, by application to the court, I do not feel called upon to withhold costs.

"It is unnecessary to determine at this time how the sum awarded should be distributed among the several libelants, or whether the Toy is entitled to any part. It may not be improper, however, to say that upon the facts before me I would allow her nothing. A decree will be entered for $1,100."

The sum awarded will be referred to a commissioner for distribution.

THE NEW YORK CUSTOM HOUSE.

Special Correspondence Marine Record:

NEW YORK, February 23.

Your reply to the Maritime Reporter, of this city, a few weeks ago, has prompted me to write this article.

The custom house of New York is one of the greatest institutions in this country. It has a frontage of 200 feet on Wall street and is about 80 feet high. In 1862 the national government purchased it for $1,800,000, after it had been in use some time as a merchant's exchange. Owing to its darkness and dampness, President Arthur, when collector of the port of New York, wisely advocated the erection of a suitable edifice near the barge office. But plain and unpretentious looking as it is, it is the commercial heart of the American people. What passes through there is felt by every man, woman and child in the land. The total value of merchandise, free and dutiable, imported into the United States last year was upward of $700,000,000 and the amount of duty collected thereon was $215,000,000. The enormous revenue from duties on imported goods is the principal means wherewith the United States government maintains the army, navy, and the civil service, pays the interest on the national debt, and effects needed improvements. Since 1866 the foreign commerce of the United States has increased nearly 100 per cent, and must, in the future, be carried on mainly through New York. Our foreign commercial intercourse is carried on mostly by British steamers, but it is likely that a reaction will soon set in, in favor of Yankee steamers and Yankee seamen, for taking American products to the marts of the old world, at least. The tonnage of British vessels entering at United States ports last year was something like 6,800,000 tons. The average number of weekly arrivals of steamers alone, at this port is forty. This is a remarkable exhibit, in view of the fact that in 1845, only forty years ago, there was only one steamer, the Syria, plying between New York and Liverpool.

The president of the United States nominates for office, the collector, assisted by a naval officer, a surveyor, and an appraiser of the port of New York. The collector's duty is to see that all vessels, and the merchandise therein contained, coming within the jurisdiction of his district, are duly entered at the custom house; that smuggling and other frauds be prevented, and to report fully on all that pertains to the customs revenue to the Treasury Department at Washington. It is the duty of the naval officer to verify the clerical work done in the collector's office, to correct errors and inadvertancies and neglect, and to enforce strict compliance with the national statutes. The average cost per annum of the naval officer's department in New York, for the past dozen years, does not exceed one-tenth of one per cent of the duties collected at that port. The surveyor is charged with the duty of superintending and directing all inspectors, weighers and measurers within the port; of visiting, by proxy, all arriving vessels, and reporting in writing to his superior every morning all arrivals of the previous day. It is the duty of the appraiser to ascertain and report to the collector, under that officials order, the quantity description and value of all imported merchandise, and to give his opinion as to what rate of duty such goods are liable to pay.

The duties of the collector and his assistants not only include the collection of the tariff on goods entered for consumption, and the proper entry and clearance of vessels, but also the surveillance, appraisement, and forwarding of goods imported by citizens in other sections of the country through the port of New York, and on which the imports are collected at the places of destination. On New Years' Day there were 1,540 public servants employed in the New York custom house at salaries amounting to $2,000,000 per year. But it is not likely that more than a thousand of these will remain after the new administration comes into power. Among the 1,540 employes of the custom house 320 are inspectors, and ten are inspectoresses, the latter for searching female smugglers.

The chief clerk of customs has been in office more than thirty years, is an encyclopedia of customs law and literature, holds all his knowledge at instantaneous command and has the courage of his convictions.

When a steamer has passed the quarantine ground, inward bound, she is boarded by a revenue officer assigned to that duty, and the inspector of passenger baggage, as soon as the sanitary examination of the vessel has been completed by the health officer of the port. The revenue officer obtains from the master the manifests of his cargo, and, if the vessel be American, he also demands the crew list and has the men numbered and compared with this document.

Smuggling is carried on in divers ways, and probably always will be while human nature continues to be what it is To cheat Uncle Sam is regarded as a decidedly venial sin by most of his children. Foreign retail traders are adept instructors in the art of evading the payment of duties, and the ingenuity of inspectors is taxed to the uttermost to defeat their schemes. The German Jews are said to be more addicted to smuggling than any other nationality under the sun. They will do anything and everything to cheat their adopted country in that way. Among the tricks resorted to by unscrupulous dressmakers are winding laces round their limbs and body, new silk dresses sewed to old ones, point lace stowed away snugly in the crown of their hats, diamonds in their mouths and elsewhere, false bottoms in their trunks, etc. When the discharging inspectors close their labors for the day they are relieved as custodians of revenue interests by the night inspectors, who number 120 men. This force is composed of active and vigorous men, and includes medical and other students, who, in this way, acquire the funds necessary to complete their professional education. It is divided into two watches, which alternate in the discharge of duty from sunset to midnight, and from midnight to sunrise. The night inspectors are appointed to prevent smuggling, are uniformed and armed, and are authorized to stop and search reasonably suspected persons who may go on board or come from a vessel. Their office is by no means a sinecure, as it involves exposure and fatigue. The Cuban steamers have been wont to bring men who inclosed cigars in rubber bags and then threw them overboard in the lower bay. Confederates lying on their oars close by in boats, picked them up and pulled for the shore, where they were loaded into express wagons and driven rapidly away. A certain French steamer, which had become notorious for smuggling by driblets, when searched by this force, was found to contain 1,300 bottles of spirits, which it was intended to send ashore bottle by bottle. Tins about an inch deep, and fitted to the armpits, have been taken from the bodies of men who were thus stealthily bringing in that liquid which the anti-prohibitionists said St. John used on his hair, valuable bay oil to be made into rum. Dealers in contraband goods, scamps who live by their wits, and small traders of many kinds tax the resources of the human craft to the utmost. Logs of foreign wood, cunningly excavated and packed with cigars or spirits; cases of boots and shoes, in the heels of which watches and jewelry are hidden; miraculous trunks thinly hollowed on side and end, concealing hair, trinkets, etc., are among the common devices of ingenius freebooters.

All seizures, of whatever value, are sent to the "seizure room" at the custom house. Condemned goods are sold by auction, at collector's sale, after being kept in custody a year. Occasionally sums of money are received by the custom house from parties who have swindled the government by undervaluation of merchandise, etc., and this cash is turned over to what is known as the

"conscience fund" from the anonymous. The few vessels owned in the United States, for ocean service, are cared for very fully at the New York custom house. Here they are registered, enrolled and licensed, and in the registry of each vessel the managing owner deposes under oath to the names of the owners, to the share of each in the vessel, and to the all-important fact that he is a citizen of the United States, as no foreigner can own a recorded interest in a foreign-going American vessel, although he many own an interest in a steamer running on inland waters, rivers or bays. Certificates of registry, if lost, must be replaced by new ones; and new certificates must also be issued corresponding with the changes in the characteristics or occupation of vessels. In the registration of a new vessel, the production of the master carpenter's certificate and the certificate of measurement are required in order to documentation. The total registered tonnage of the port of New York for the foreign traffic, on February 1st, was: Sailing vessels, 540, with a tonnage of 340,000; steamers, 54, with a tonnage of 85,000.

Directly, but independently, related to the customs revenue, in this city, is a class of about twenty United States officials, three of whom are known as special agents. These latter keep vigilant watch over sailors, importers and officials alike, and are, in fact, practiced and practical detectives. Once on the track of offenders, they are sure to run them down, unless the criminals are endowed with almost supernatural shrewdness and cunning. Nothing that man can devise appears to be left out of the machinery of this, the greatest revenue establishment in the United States, and it is no doubt the most scientifically organized and economically administered of all the great American national institutions.

G. FOSTER HOWELL.

THE MICHIGAN.

On the 17th, at 7 o'clock p. m., seventeen men, including the clerk and the steward, of the steamer Michigan, of the Detroit, Grand Haven and Milwaukee Line, came ashore over the ice eight miles north of South Haven. The steamer lies twenty-three miles west in the lake. The men reported that they left thirteen men aboard, with rations for twenty-five days and a supply of ninety tons of coal. There was ice to the westward of the steamer, as far as the eye could reach. All aboard were well. The clerk gave out and was carried ashore five miles by a man named Curtiss Dyr. The crew left by teams for the nearest railroad station to take train for Grand Haven.

The steamer Michigan, of the Grand Haven and Milwaukee Line, left Grand Haven in search of the distressed steamer Oneida on Monday morning, the 9th, Captain Prindiville and twenty nine men on board. When off Ludington, she encountered a gale and was hemmed in by heavy ice. She drifted with the ice to the southward, experiencing many dangers, but at no time being within twenty miles of land. She finally got in compact ice, many feet thick toward the head of the lake, but on account of the drifting and turning, they could not tell their exact whereabout. Sunday last it was decided that, owing to short provisions, half of the crew would have to go ashore, as the food would last but a week longer. Monday was very stormy. Tuesday morning from the crosstrees a rim of land was sighted to the eastward. Thirteen men were chosen to remain, and seventeen of the most hardy to make the land. The mercury was then 10° below. At 7 o'clock Joseph Russell, first mate; David Martin, steward; W. P. Kenny, clerk, and fourteen of the crew, started, with a day's rations, axes, pike-poles, blankets, etc., expecting they might have to be out over night, as the land seemed thirty miles away. When about twelve miles off the boat Clerk Kinny broke through the ice, wetting his right leg to the knee. They went on about six miles when they found Kenny's leg frozen. All were badly exhausted, as the ice was very rough and blocked into nearly impassable ridges many feet high and miles wide. Each man went for himself, knowing that life depended on his own exertions, except Russell and Martin, who helped Kenny. When off land four miles Kenny could not stand, and dragged himself along on his hands and knees for two miles, when he was completely exhausted, and so frozen that he could not move, and urged the others to leave him and save themselves. Some had by this time—5 o'clock—reached the shore, and found a few houses at West Casco. They alarmed the neighborhood, and the farmers went out and carried the brave but insensible Kenny to the beach. The land there rises 160 feet almost straight. All hands worked like heroes to throw off the insensibility creeping on them and climb the steep. Heaving lines were placed on Kenny, and he was drawn up by those above and carried to a dwelling. The men were apportioned around among the farmers, who willingly cared for them. Kenny recovered at 10, and everything was done for him that was possible. Next morning all were taken to Bravo, and came on the Chicago and Western Michigan road, arriving at Grand Haven at 5 in the afternoon. All were able to take care of themselves except Clerk Kenny. The surgeons dressed his limb, and he is now doing well and will soon be all right. He goes home to Milwaukee. He reports the Michigan now in no danger, since so many of the crew left that the provisions will last the rest thirty days. The crew now here will remain until the steamer Michigan gets into this port.

The steamer Wisconsin is four miles off Black Lake in solid ice. Part of the crew are on shore.—*Inter Ocean.*

ST. MARY'S CANAL.

Special Correspondence of the Marine Record.

DETROIT, February 23.

Through the courtesy of Brig. General O. M. Poe, the chief of the United States engineers', with headquarters in this city, I am enabled to present to the readers of the RECORD a statement of the operations of the St. Mary's Falls canal for the fiscal year ended June 30, 1884, and also a detail of the season's events up to the close of the season, and that there may be no errors I copy verbatim from the original:

"It was stated that the commerce through the canal during 1883 was 2,042,259 tons (registered); that the annual increase in tonnage for fifteen years had been quite uniform, averaging 107,313 tons per year; that only 11 per cent of the vessels passing the canal during 1883 were of sufficiently light draught to admit of their passing through the old locks, and that if these figures were maintained for eight years the present lockage system, although in constant operation, would be insufficient to take care of the shipping.

"We now have complete returns for the season of 1884, and the annual increase in tonnage has not only been maintained, but largely exceeded; that is to say, the registered tonnage passing through the canal during the season of 1884 was 2,997,887 tons, an increase of 955,578 tons, or nine times the average annual increase for the preceeding fifteen years. Or to state it possibly with greater force, the increase in 1884 is equal to the entire commerce through the canal during the first five years it was open to navigation. Should this rate of increase be maintained, the full capacity of the lockage system will be reached within four years instead of eight, as estimated in the annual report. The following table affords the means of comparing in detail the business of the canal during the season of 1884 with that of 1883:

Items.	1883.	1884.	Increase	Decrease.	Percentage.
Vessels, number	4,315	5 689	1,374		32
Lockages, number	2,351	3,074	723		31
Tonnage, registered	2.042,259	2,997,837	955.578		47
Tonnage, freight	2.267,105	2 874,557	607 452		27
Passengers, number	39.130	54 214	15,084		39
Coal, tons	713,444	706 379		8,065	
Building stone, tons	2 405	6 047	3 642		151
Copper, tons	31.024	36,062	5,038		16
Flour, barrels	687,031	1,248.143	561,112		86
Grain, bushels	6,677,025	12,502 894	5,825,869		87
Iron ore, tons	791.732	1,136.071	344 339		43
Lumber, feet B. M	87,131,000	122,389 000	35,258,000		40
Pig and manufactured iron, tons	109,910	72.428		37,482	
Salt, barrels	70,898	144,804	73,906		1104
Silver ore, tons	814	9,731	8,917		095
Unclassified freight, tons	191,571	207,173	15,602		8

"Canal opened April 23d and closed December 10, 1884, being open to navigation 232 days. Canal was open during the season of 1883 234 days.

The increase in registered tonnage was 47 per cent; in grain, 87 per cent; in flour, 82 per cent, and in iron ore 43 per cent. These are the great staples (although a notable increase in the lumber traffic was developed,) and indicates the direction from which future increase must be expected It will be principally from the cereal products of the northwest, through the system of railways terminating on Lake Superior. It is stated in the commercial columns of the newspapers that there are now stored at Duluth alone 5,000,000 bushels of grain, and that this will be increased to more than 7,000,000 bushels by the time navigation opens. If this be true, (and I do not doubt it for a moment) the canal will be pushed toward its utmost during the season of 1885. But the facts adverted to do more than indicate the necessity for beginning the enlargement of the canal at the earliest date possible. They protest in the strongest possible terms against all propositions to fit the old locks up for drydock purposes, or to build a drydock anywhere in the immediate vicinity of the canal, to be operated in connection therewith. Another point which I particularly invite attention to is the fact that no portion of the work of enlargement recently completed will be lost. On the contrary, it is just that much done toward the project now so strongly recommended." J. W. H.

COMMISSIONER OF NAVIGATION.

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Treasury Department, No. 92,
Washington, D. C.

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 19 A M	°1 25 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12. N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres	.....	5 0° P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	36 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi P c Fx via Norwalk	°6 10 P M	°6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

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GOING EAST.		LV.	AR.	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago	7 50	.....
.....	9 45	.....	Valparaiso	5 42	.....
	P. M.				
.....	1 50	.....	Fort Wayne	1 50	.....
.....	2 05	.....	New Haven	1 35	.....
				A. M.	
.....	3 56	.....	Leipsic	11 30	.....
.....	4 49	.....	Arcadia	10 34	.....
A. M.				P. M.	
6 50	5 00	.....	Fostoria	10 22	8 50
7 35	5 45	.....	Green Springs	9 44	8 05
8 15	6 20	.....	Bellevue	9 10	7 35
10 49	9 02	AR.	Cleveland Lv.	6 45	5 01
P. M.					
12 05	.....	.....	Painesville	.....	3 44
12 58	.....	.....	Ashtabula	.....	2 51
1 42	.....	.....	Conneaut	.....	2 20
2 41	.....	.....	Erie	.....	1 23
					A. M.
4 19	.....	.....	Dunkirk	.....	11 20
					A. M.
5 55	.....	AR.	Buffalo Lv.	.....	9 50

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	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:00 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhricsville & Massillon Ex	8:05 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St, Louis, Ind.. Cin. & Col. Ex	°4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:05 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

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The Marine Record.

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CLEVELAND, OHIO, THURSDAY, FEBRUARY 26.

A COMPROMISE DECISION.

Judge Brown, in the United States District Court at Detroit, has reached a decision in the Alberta-Osborne collision case, in which he devides the damages between the two boats. If the case had been on trial in a lower court before a jury a compromise verdict of this nature could have been expected but being rendered by an able and profound Federal judge it has fallen like a cloud, upon the American vessel owner. We might say, had the auditors in the court room during the progress of the trial been a vast jury, to find a verdict from the facts, they would have been almost unaminous in rendering for the owners of the Osborn and against a Canadian railroad corporation. Judge Brown, if he has had any doutts about the matter heretofore, has now succeeded in convincing himself and the shipping public that the Canadian can get full measure of justice before his court. In fact, after analyzing the salient points in his decision, we think he has been too conscientious in that regard. In the following extracts from the decision it will be seen that by a train of sound logic he shows that the burden of the cause of the disaster rests almost wholly on the Alberta:

1. The testimony of the crew of each vessel with regard to her course and the various orders given to and executed by the wheelman and engineer should be credited in preference to the testimony of an equal number of witnesses upon another vessel relating to her movements as they appeared to them.

2. The probability that a vessel bound from one headland to another will take the usual and direct course between them is so strong that a deviation from such course without adequate cause ought to be established by the clearest preponderance of evidence.

If the Alberta did port, in ignorance of the actual position and course of the Osborn, it was a fault for which she ought to be condemned. It is one of the elementary rules of navigation that a vessel ought never to alter her helm in ignorance of the position and course of an approaching vessel. It is true that by such change she may escape a collision, but the chances are equal that she will bring it about. Instead of experimenting, it is her duty to stop, and sometimes to reverse.

I do not find it necessary to express a decided opinion as to the guilt of the Alberta in this particular, since she was so clearly at fault for maintaining an excessive speed that her case is hardly susceptible of argument. All her surroundings called for the utmost caution, yet she was proceeding at such speed that the force of collision drove her stem about half way through the Osborn. Under these circumstances it is useless to argue that the testimony of the master and engineer of the Alberta shows that she was proceeding under a slow check. The wound itself is the one fact which outweighs all the other evidence. I am satisfied that she must have been proceeding at a speed of at least ten miles an hour.

There was an equal obligation on the part of the Osborn to maintain a moderate rate of speed. It is true that she assumed that the Alberta was upon a course substantially parallel to her own, but she had no right to act upon such an assumption in disregard of the settled rules of navigation, or to the extent she might have done had the Alberta been visible and exhibiting her green light.

It is safe to assume that the Osborn was running at from five to six miles an hour. The law seems to be now well settled that that is only a moderate rate of speed which will enable a steamer to be kept under ready control to be stopped at such distance as other vessels can be seen from her, provided such vessels themselves make use of proper signals to notify other vessels of their proximity. If the Osborn had been going at a lower rate of speed she would not have reached the spot where the collision took place in time to receive the blow. It is possible that the fact that the Osborn had two vessels in tow might have relieved her of the duty of giving away, but it did not relieve her of the necessity of so moderating her speed as to keep her under complete control. I think she must be adjudged guilty of contributory negligence. A decree will be entered adjudging both vessels in fault for excessive speed, dividing the damage and referring the case to a commissioner to assess and report the same.

It will be seen by the above, that after finding that the Alberta ported her helm while in ignorance of the position of the Osborne, and that she should be condemned for running at a speed of at least ten miles an hour in a fog, that her stem was forced half way through the Osborne; that the testimony of the master and engineer cannot be received as truth; that the Osborne did not change her helm while in ignorance of the position of the Alberta; that the Osborne was not going at an excessive speed, (Judge Brown says five or six miles an hour), and with her tow of two heavily laden vessels, she could not steam over five and one-half miles per hour, (which the learned judge claims, according to law, is only sufficient to enable a steamer to be kept under ready control), after all these points, we say, every one bearing strongly against the Alberta, the learned judge ports his legal helm, as the Alberta did, and crashes into them, as the Alberta did, and cuts them in twain, as the Alberta did, saying if the Osborne had not been going fast enough to be in the locality where the disaster occurred, the Alberta would not have run into her with a helm aport. Truly "A Daniel has come to judgment," and the following lines from Puck apply very closely, and assist in adding strength and dignity to the decision:

"When a steamer meets another,
Coming thro' the fog,
Which should turn out for the other?
Coming thro' the fog.

This question is quite hard to wrestle,
Until we read the log,
Which clears from blame the lucky vessel
That has come thro' the fog."

It is quite a popular course for a Federal judge to compromise a collision case by dividing the damages, but in this one it has the appearance of one party getting all the turkey and the other all the buzzard. The owners of the Osborne will carry the case up.

EFFICIENCY OF THE CORPS OF ENGINEERS.

For the present greatly improved condition of our rivers and harbors the navigators of United States waters owe their thanks to the army engineers. And to them are we indebted for favorable reports regarding other necessary improvements for the benefit of lake and river commerce, and we do not hesitate to say that they are the principal body on which to rely for the further improvement of our grand system of interstate water transportation, therefore we are pleased to be able to record the fact that the objectionable measure recently before Congress to replace them with political wards, to be called a board of harbor inspectors, has wisely been defeated. The science of the engineers in charge of river and harbor improvements has been much criticised, it is true, but almost invariably has this been done before the completion of the work. People interested in the events have been misled by cessation of labor on such work by the exhaustion of the funds for the purpose designated, the engineers being compelled to wait on the slow movement of Congress before pushing the work to completion. Such, for instance, is the fact in the case of our Cleveland harbor of refuge. The engineer in charge has only completed the west arm of the breakwater, and having used the funds available for that purpose, has been compelled to wait on the action of Congress on the river and harbor appropriation bill, before he was enabled to proceed, to complete the work, which consists, as has been heretofore noted in these columns, in the construction of an east arm to protect the river and harbor from the effects of northeast gales. And such is also the fact regarding Galveston harbor. The engineer in charge at that port is compelled to work according to the funds on hand, and they being limited, his work is necessarily slow, hence the dissatisfaction of the people interested in that improvement. The burden of their complaints finds a resting place on the shoulders of the engineer in charge of the work, but who is no more responsible for the delay, than Diogenes, who, being a philosopher, bided his time.

We have advisedly headed this matter "Efficiency of the Corps of Engineers," for the reason that army engineers are more thoroughly schooled in the science of civil engineering than any branch of the civilian class. After having acquired a thorough knowledge of civil engineering under the instruction of competent teachers, of superior army rank, their precepts are polished by a special system of army engineering, and being in the employ of and holding rank under the United States government, the expense attached to their personal labor is a fixed quantity and is their due, whether employed or idle. The following memoranda is germain to the subject, and will give our readers a better conception of the qualifications of the officers who improve our facilities for quick and easy transit than anything that has ever been placed before them on this subject:

The Military Academy at West Point had its origin mainly in the want of engineers felt in this country during the war for our independence and subsequently. Hence, in the annals of that period we find the names of Kosciusko, Duportail, Radiere, Guvion, L'Enfant, Bernard and other foreigners as engineers. General Washington strongly favored the establishment of that school as a place for the education for the public service of engineers primarily and artillerists incidently. It was put into operation very early in the century, but was not properly organized until fifteen or twenty years later, when Mr. Calhoun was Secretary of War. It was the headquarters of the corps of engineers, and managed by that corps until the termination of the troublous times of the "War between the States," when the control of it was diverted. Whether the change was a wise one admits of grave doubt. Every officer of the corps of engineers is a graduate of the Military Academy; a few one or more, being taken every year from the most distinguished of each class, as the needs of the public service require and vacancies in the corps allow. To prove that these men have been prominent in commanding armies or great divisions of armies in the late war it is only necessary to mention the names of Beauregard, Foster, Franklin, Gillmore, Halleck, Humphreys, Johnson, Lee, Mansfield, McClellan, McPherson, Meade, Newton, Parke, Rosecrans, Smith W. F., Stevens, Tower, Warren, Weitzel, Wilson, J. H., and Wright. To these might be added the names of many others noted also as engineers with troops in the field in the second war with England, the Mexican war and the civil war. But a question now agitated before Congress is the fitness of these officers as civil engineers.

Every graduate must be proficient in the subjects of military engineering and the science of war; and as preparatory to these, civil engineering, mechanics, mathematics, astronomy, chemistry, mineralogy, geology, surveying, etc. Of course, attention is also given to the study, practical and theoretical, of tactics; with history; modern languages; army regulations; military, constitutional and international law, etc. The principles of construction and surveying are the same for civil and military engineering. Hence in the progress of the course at West Point civil engineering and surveying are taught before military, engineering, which is superadded.

The cadets who are assigned to the corps of engineers, seldom more than from two to five in each class, go after such assignment to the special engineer school at Willetts Point, New York harbor, where they spend two or more years in farther special preparation for the practice of their profession as civil and military engineers. There are special schools for other branches of the army at Forts Monroe and Leavenworth. When the term of service at Willetts Point has been passed, the young officers go on the staffs of generals commanding the army and the geographical military departments; upon surveys, and as assistants to older and more experienced officers of engineers engaged upon rivers, harbors, canals, lighthouses, fortifications, public buildings, monuments, surveys, etc. These officers must undergo successfully a rigorous examination in all the departments of engineering as a requsite to promotion from the grade of second lieutenant, first lieutenant and captain to that of field officer. No body of men were ever connected with a greater variety of important public works in the past fifty years in any country, and none have acquitted themselves with greater ability, zeal and faithfulness. Many millions of public money have passed through their hands, and the universal testimony is that it has been honestly and judiciously spent. No body of men in this country have so great an experience as the corps of engineers in the work of improving rivers and harbors and among no people has so much been accomplished in that direction in the same time and at so small an expenditure of money. Every great nation of continental Europe has a corps of engineers supervising its great national works and these men are obtained by selection from special schools and gain their experience by practice; exactly as is the case in this country. If the great works of this country be taken from the control o the corps of engineers, to whose shall they be given? The management of such works cannot be properly arranged otherwise than according to some system; certainly not by a method of scramble among even competent engineers, nor by political or a worse influence. The graduates of technological schools may be and in some cases are well prepared in theory, but education by experience is more important than theory and very few of such graduates now have experience with rivers, harbors, lighthouses, etc. Their attention has been mainly directed to build railroads, bridges, works for municipalities, manufacturing corporations, etc., and to architecture, the more lucrative branches of the profession, from which officers of the engineer corps are mostly excluded. On the other hand it ought not to be forgotten that civil engineers, usually the younger members, are now employed by the score and hundred on the works in charge of officers of the corps of engineers.

THE United States engineer in charge of the work at the Limekilns, is communicating with the authorities at Ottawa, through Washington, with a view to adopting a new system of range lights for the passage, which is now being deepened to twenty feet. He proposes to have one range light erected at the river's edge, opposite Park & Borrowman's factory, where there is less than two feet of water, and the second range light near J. Templeton's residence. These lights would be used by vessels till they arrived at the southern end of the cut, which will be at the intersection of the line of new ranges with the Bois Blanc ranges. On arriving at this intersecting line, the Bois Blanc ranges will then be the guide, but the engineer advises their removal over 300 feet to the east, so that the first light would be near the dock, as he has found by careful soundings just completed, that much better water is secured, while the turn then required to be made would be less.

THE following lines, taken from the Cape Elizabeth Sentinel, are very appropriate for the application, and remind us of a need recently felt at Grand Marias, on the occasion of the wreck of the propeller Morley:

"She struck where the headland of the Cape
Rises to meet the sea,
Where Boreas on the surface rails,
And there's no friendly lee.

At daybreak on the cold bleak Cape,
The lightkeeper stood aghast,
To see the forms of two perishing men
Lashed to the rigging fast.

Such was the wreck of the Australia,
On the outer front of the Cape;
And God to all seamen lend thine aid
A like fate to escape.

And we'll rise up in a body,
One mighty earnest host,
With prayers and supplications
For a life saving station on this coast."

IT is thought that the Canadian Pacific railroad will be completed to Port Arthur by the first of May. The Port Arthur Sentinel says: "According to returns lately laid on the table of the House, of the total distance of the C. P. R., 2,550 miles, the road has been graded for 2,294 miles, and

rails laid upon 2,070 miles, leaving 256 miles of grading and 480 miles of tracklaying still to be done. The total distance ballasted is 1,880 miles, leaving 67 miles yet to be done.

OWING to the probable requirements of the British government for a large fleet of steamers to carry reinforcements and stores to Egypt, there will be an upward tendency to freights generally, not only for ocean-going craft, but for lake carriers; and as there will necessarily be an active demand for breadstuffs at enhanced prices, in the great grain centers of this country, there will be a strong and steady movement of that staple, which will give the grain carriers a good business during a great part of the season at paying rates, and consequently keep other branches of lake trade from being over-supplied with tonnage.

JUDGE NEW, Solicitor of the Treasury, has given an opinion in regard to the proper construction of the phrase "in the line of his duty," as contained in sections 7 and 8, act of May 4, 1882, providing means to promote the efficiency of the life-saving service. He holds that the benefits provided in section 7 extend to all persons disabled by reason of injury received or disease contracted while on duty in the service. He also holds that the benefits of section 8 are applicable to the widow and children under 16 years of age of the keeper or member of a life-saving crew, who, after leaving the service, dies in consequence of injuries or disease contracted in the service in the line of duty.

COLONEL H. M. ROBERTS, United States engineer recently in charge at Oswego, and detailed, *vice* Major W. H. Haver, as a member of the commissioners advisory to the board of harbor commissioners at Philadelphia, is a native of South Carolina. He is a son of the Rev. Joseph T. Roberts, at one time president of the Iowa State University, and principal of a theological school at Atlanta, Ga. Colonel Roberts has quite a literary reputation and is the author of "Roberts' Rules of Order," a book on parliamentary practice which has attained a wide circulation.

RIVER NAVIGATION NOTES.

Special Correspondence Marine Record.

ST. LOUIS, February 23.

Washington's birthday was celebrated by a huge procession marching up and down the streets, and although the mercury had dropped away down in the region of zero the boys stood the punishment like heroes.

The condition of navigation is about the same. The river is almost gorged with ice, in fact, at times one can hardly perceive that it moves at all. The boats in and about the harbor still do their work, being forced now and then to seek safety, though up to this time no damage has resulted to any of the steamers at this wharf from the floating ice.

The famous Anchor Line have just lost one of their magnificent boats, the City of Helena, which burned at the Memphis wharf. The City of Helena was built in 1872, and was one of finest steamers in the line. For several years she used a pair of the "Jones condensers," which, however, were subsequently taken off. Captain John T. McCord, her commander, commanded the Gold Dust when she exploded, some two or three years ago. Mr. Chief Engineer T. C. Gray, of the Helena, and the oldest engineer in the line, was on the Greenville, some two or three years ago, when another boat ran into her and sunk her in 90 feet of water. One year later he was on the W. P. Halliday when she burned, and now this boat. Each time Mr. Gray lost all his personal effects.

Messrs. Scharf and Burnheimer will load the Dacotah for the Ouchitau river.

Captain H. B. Jenkins will put the Fanny Lewis in the Kansas City trade in March, and the Dacotah will soon follow. J.H.H.

THE YOUNGEST CAPTAIN.

ALGONAC, February 23.

Editor of the Marine Record:

I wish to correct a mistake I see in your last number in regard to the youngest captain on the lakes. Now there is a young man here by the name of Hoyt Townsend, who was 22 last September, and who has, to my knowledge, sailed for George L. Colwell for the past two seasons, and during that time has sailed the barge Fannie Niel, tug Dave & Mose and the Wm. B. Ogden.

READER.

[As it is not according to law for inspectors to issue a master's certificate to an applicant under age, there must be a mistake in this statement.—ED]

[*Continued from 1st Page*]

young man has important information for Captain Prindiville, and thinks only it his duty to his captain. The steamer Wisconsin is in solid ice eight miles to the north and four miles off this port.

As many false reports have been made regarding the steamer Michigan, her crew, and provisions it is proper to say there is no cause for alarm. As we stated last week the crew were justified in leaving the boat, as provisions were very low, but the balance have plenty to last till March 15, or longer if absolutely necessary. There is no cause to blame any one. George Sheldon, who reached the boat without accident carried no necessary supplies. He conveyed important messages to the captain and crew when he started on his perilous journey. His devotion to his captain was the only reason of his going but money could not have hired him to go or stay.

Later—The propeller Michigan, escaped from the ice and came within half a mile of this harbor on Tuesday night. All on board are well. She will attempt to make this port.

The ice having broken up, the Michigan got to her moorings yesterday.

CLAYTON.

Special to the Marine Record.

Perhaps you would like a few locals from this port during the year. We are covered up with snow, and have had some severe cold waves and a few blizzards to make things interesting this winter. The ice is a big harvest and is from 12 to 18 inches thick.

Shipbuilding at this port is a thing of the past. Last winter the sound of the axe was heard, but now all is silent. Mr. Simon G. Johnson and Son, however, are building a small steam yacht to be used on the St. Lawrence river for pleasure parties. Her dimensions are: Length of keel, 50 feet; over all, 56 feet 6 inches; breadth of beam, 9 feet 3 inches; water line 8 feet; depth of hold, 4 feet. The frames are moulded out of oak. She will be made sharp to run easily. Her boiler, made of best steel, is 60,000 pounds tensile strength to the square inch; cold water pressure, 300 pounds. She will have double engines, 5x5 each; propeller wheel 36 inches in diameter and 7½ feet lead. She will be furnished with all the latest improvements, including folding seats, double cushions, and forward cabin. The windows are large enough to make her an open or a close boat at pleasure. She will be second to none on the river in speed, comfort and beauty, and can be used either for lake or river service. B.

DULUTH.

The Herald contains the following budget of repair work going on at that port:

The tug Amethyst is having a new deck built on her.

Dredge No. 3 is having new braces put in and a general overhauling done.

Part of the dock east of the Northern Pacific warehouse has lately been replanked.

McGregor & Co., are overhauling the boilers and connecting pipes of the Eliza Williams.

The E. T. Dantorth is having her boilers and machinery repaired and a new lining put in her hull.

Williams & Upham's dredge No. 2 is having two new flue sheets and new flues put in.

Dredge No. 4, built last fall to take the place of old No. 4, is being completed and is expected to be in working order about March 15.

The new dock being built by the Marquis de Mores will probably be completed this week, when work on the one adjoining for J. B. Sutphin & Co. will be commenced and pushed as rapidly as possible.

The John Martin has a new boiler partly in place and is to have a new house built on her. One of the boys says she is to be rechristened the Proctor Knott. Surely Proctor Knott ought to have some advertising in return for that which he unintentionally gave the Zenith City.

The directors of the Duluth chamber of commerce have been instrumental in having the appropriation for that harbor increased from $31,500 to $50,000.

DETROIT.

Special to the Marine Record.

Feb. 24—A lengthy decision was given yesterday (Monday) in the Alberta-Osborne collision case. Judge Brown stated that the collision was evidently caused by a misunderstanding as to the positions of the vessels in a dense fog. Without giving a definite opinion on expert testimony, the evidence showed a great difficulty of determining the bearing of a vessel by the sound of a whistle in a fog; that the Alberta was at fault in going at unusual speed under existing circumstances, her situation demanding the utmost caution, and the damages sustained by the Osborne giving ample evidence that the Alberta was not at slow speed, otherwise not less than ten miles per hour. On the part of the Osborne, it was held by the judge that she was running at six miles per hour, and that the necessary precautions were not carried out on her part, nor did she slacken down at the proper time, and as a consequence was guilty of contributory negligence in that respect. A decree was entered holding both vessels at fault in using excessive speed. The damages were divided and each pays its own costs of trial. The amount of damages will be decided by referring the case to a commissioner of the district to take testimony and adjudge accordingly.

No little excitement was created Sunday by an unexpected movement of the ice in the Detroit river at about 4 p. m. The railway steamers had been carolling in every possible way to create a movement, and at the hour named their efforts were successful, the ice starting with a rush, at which time quite a number of pedestrians were on the move for either shore, all, however, reaching terra firma on either side of the stream. The steamer Idlewild, which had been previously forced from her moorings, again took another movement and reached the foot of Cass street, without damage, and there remains for the present. As the weather has changed to a warmer attitude, the ice dilemma will undoubtedly soon be over with. The ferry steamers perform their trips with regularity. The Victoria sprung aleak on Sunday, and had to be taken to the drydock for repairs, the Excelsior in the meantime doing the service of both boats.

With the crashing of the ice along the docks another unexpected accident took place at the foot of First street. The pressure against the piles caused the storage shed of R. Bourke & Son to give way, entailing damage to the extent of $500, or therebout.

During the past summer, some time in July, some of your readers will doubtless remember the record of the drowning of two men from the steamer Pearl at, Put-in-Bay, named respectiuely Wm. Clingman and F. Clark, while engaged in painting the side of the boat on a scaffold. The administrator of the Clingman estate has prosecuted the owner of the steamer in the Wayne Circuit Court, to recover for the death of Clingman. Should this suit be attended with success no doubt the other parties will pursue a like course.

The steamer Manitoba, which for a year past has been lying at the Springwells bone yard, has been ordered sold on the libel of the Detroit Drydock Company, for a claim of $1,014.33, for repairs. This step has been taken in order to release the boat, in due course of procedure, of all claims, and to enable the owners to put her once more into service.

The scow Mary Garrett was purchased here the other day for $2,500, Captain Marcellott and others being parties to the sale.

A change has recently been effected in relation to the Star and White Star Line of steamers at this port, a consolidation having been effected, and the management hereafter to be under the control of A. N. Moffat, Esq., whose headquarters will be in Detroit. The steamers in question are the Milton D. Ward, Evening Star, Idlewild and Saginaw. The Ward will next season ply between Detroit and Toledo, instead of to and from Port Huron, and will be commanded by Captain Wm. McKay, who last season run the Evening Star. The Idlewild will continue on the same route as last season and be run by the same master, Captain D. McLachlan. W. McClure will officiate as engineer of the Ward and W. Huff as engineer of the Idlewild. The Evening Star will be sailed by Captain Chris. Smith, with John Tompkins, engineer. Mr. Moffatt has also under his management a line of tugs which are being placed in good repair and readiness for the coming season's business. The tug Mocking Bird will be commanded by Captain Andrew Rattray, with John Smith as engineer. The W. B. Castle, Captain James Howard. Tug Admiral Porter, Captain Connelly; engineer, T. H. Norton. The tugs Kitty Haight, John Martin and River Queen have not had their appointments as yet. Captain John Cornwell will officiate as superintendent of wrecking, with headquarters at Port Huron.

The river lowered here on Sunday ten inches, and to this cause is attributed the starting of the ice. The movement was brief and the status as above described.

The work of repairing and painting has commenced, though there is but little to be done. The steamers Flora and Atlantic are being attended to, and their appointments will be the same as last year, for the reason that they could not well be improved upon.

The tug W. A. Moore's repairs will amount to $300. She is owned by Murphy Bros., who have a large fleet of this class of steamers.

The schooner Gerrett Smith, which was taken to Cheboygan last fall, in a wrecked condition, will be brought here early in the spring for a rebuild. J. W. H.

KINGSTON.

The News says at a meeting of the Richelieu & Ontario Navigation Company at Montreal Mr. Senecal stated that he was certain that the Thousand Island steamboat company—which has opposed the Richelieu line for serveral years—could not run with the same connections as last year, and he was confident that soon their boats would cease running altogether, and the old line would have no opposition on the route. The following gentlemen compose the Board of Directors for the coming year: L. A. Senecal, Alex. Murray, R. Cowens, Alph. Desjardins, J. B. Renaud, John McDougall, Hon. Henry Starnes, L. J. Lajoie.

Mr. Gilman president of the Thousand Island steamboat company, says that their boats will run next season as usual in opposition to the R. & O. boats.

Next week men will commence to load the B. W. Folger at Gananoque with barley.

The steamer St. Lawrence will run an excursion once a week out of Kingston next season.

Vessel men met at Toronto and formed an association. A committee was appointed to interview the Minister of Marine with a view to having fog horns abolished. Messrs. H. Folger, H. Calvin, W. Leslie, C. F. Gildersleeve and Captain Carter are on the committee. It is claimed that steam whistles and bells are sufficient.

The News says a project is on foot in Kingston for putting a new excursion steamer on the bay and river—presumably under the command of Captain Craig. No more popular officer could be found than the genial, accommodating officer, so well and favorably known in connection with the steamer Hero, to take charge of a well equipped excursion steamer." It is understood that a rich lady will be a leading spirit in the undertaking.

The captain of the steambarge Calvin, states that on her last trip down she towed four barges from the Detour at the head of Lake Huron to the Sault in ten hours and a half. The distance is over sixty miles, and a current of four and a half miles an hour exists. This is considered to be remarkable towing.

Captain Noonan formerly commander of the Ruby, is at Brockville. The Times says that the captain is having a new steamer built at Kingston to ply between Westport and Kingston on the Rideau canal. The captain's visit was for the purpose of making arrangements with our local produce merchants as to freight.

THE National American, a leading temperance paper published in St. Louis, Mo., devotes a column of its last issue to the temperance work done by the Marine Engineers' Beneficial Association. The article is very complimentary and shows what this body of licensed officers have done. The RECORD is delighted to see the stand taken by the association, and we trust the time is not far distant when an engineer who drinks will be a thing of the past.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record:

BY J. W. HALL.

CHAPTER III.

The side of the Niagara river on which the vessel for use on the upper lakes could be most conveniently built was as yet undetermined. The Canadian side had been examined, as already noticed, and found unsatisfactory. Historians have widely differed, not only as to the one finally selected, but also as to the precise point where the keel of the historic bark was laid. The solution of these questions involves topographical investigations. Governor Cass, in his address before the Historical Society of Michigan, maintains that "the Griffon was launched at Erie." Schoolcraft says "near Buffalo." Bancroft, in the first edition of his history of the United States, says "at the mouth of Tonawanda creek." Dr. Sparks, in his life of LaSalle, says "at Chippewa creek, on the Canadian side of the river," and his opinion was followed by Parkman, in his "Life of Pontiac," and more recently by Dr. Abbott, in his "Adventures of La Salle." What is still more remarkable and inexcusable, the new history of the United States, bearing the endorsement of the late William Cullen Bryant, states that the Griffon was built at Fort Frontenac, which it locates on Lake Erie. In an article published August 22, 1845, in the Buffalo Commercial Advertiser, the writer claimed that the vessel was built at the mouth of Cayuga creek, and the true site of the dock about six miles above the Falls; and there is no room for doubting that this statement is correct. Since this last publication Mr. Bancroft, in later editions of his history, and Mr Parkman, in his more recent works, have accepted Cayuga creek as the correct site. As some doubts, however, still exist and erroneous locations continue to be repeated, the subject has been re-examined in the light of the evidence afforded by the valuable document lately published by Mr. Margery, under the auspices of the American Congress, and with the aid of other historical material, recently discovered.

The portage around the Falls and the site of the dock must necessarily have been on the same side of the river. The American Portage would naturally be chosen as the shortest and most feasible route, its length being two and a half miles less than the Canadian, owing to the configuration of the river. That the French actually used the American side during and subsequent to the building of the Griffon, clearly appears from the testimony of Hennepin and La Hontan. In his notice of the point where the river issues from the mountain gorge between Lewiston and Queenstown, Hennepin mentions a great rock which rose to a considerable height above the water "three fathoms from the Canadian shore," also "three mountains on the American side, opposite the great rock." In describing his return from his western discoveries, after the loss of the Griffon, Hennepin says, "we carried our canoe from the great Falls of Niagara to the foot of the three mountains, which are two leagues below and opposite the great rock." This locates the portage used by Hennepin on the American side.

The Baron la Hontan, who visited the Falls in 1688, only nine years after the Griffon was built, says, in his "Voyages to North America," published in 1703: "I went up the Niagara three leagues from its mouth, to the end of navigation. We were obliged to carry our canoe from a league and a half below the Falls to half a league above them. We ascended the three mountains before finding the way smooth and level." On the map which accompanies his travels, La Hontan places the three mountains unmistakably on the American side of the river, just south of the site of Lewiston. From the preceeding quotations it is evident that the great rock is referred to as on the west, or Canadian side, and the three mountains on the opposite, or American side, of the Niagara. This great rock was long a conspicuous object near the shore, and can still be seen under the western end of the old Suspension Bridge, the ruins of which now span the river at that point. Within the memory of the early settlers boats could readily pass between the rock and adjacent bank. The debris from the precipice above, thrown down in the construction of the bridge, has nearly filled the intervening space. Hennepin describes the rock as very high, but time and the action of the overflowing current have reduced its dimensions and settled it in its river bed. It still lifts its dark head above the surrounding waters, an abiding witness of the accuracy of this part of the Franciscan's narrative, and perpetuates his memory under the name of "Hennepin's Rock."

The three mountains on the American side can easily be recognized in the lofty ridge composed of three terraces, caused by the geological formation of the bank, which rises four hundred feet above the surface of the river. The ravine into which the brigantine was drawn by La Motte, to protect it from the ice, as before stated, is plainly to be seen near the foot of Mountain Ridge, on the American side of the river, a short distance above Lewiston. This ravine, in the absence of any on the Canadian side, proves the site of the pallisaded storehouse and the commencement of the portage to have been on the eastern side.

CHAPTER IV.

The proofs establishing the particular site where the vessel was built will now be considered. Hennepin describes the portage as passing over beautiful meadows and through groves of scattered oaks and pine. "We went," says he, "two leagues above the great fall of Niagara, and there built some stocks for the construction of the vessel needed for our voyage. We could not have chosen a more convenient place. It was near a river which empties into the strait between Lake Erie and the great Falls."

Two leagues above the Falls would be about five miles. At that distance we find the Cayuga creek, a stream which answers perfectly to Hennepin's description. Opposite its mouth an island of the same name lies parallel with the shore, about a mile long and two or three hundred yards wide. It is separated from the mainland by a narrow branch of the river, called by the early inhabitants, "Little Niagara," wide and deep enough to float a vessel of the tonnage of the Griffon. Into this channel and opposite the middle of the island, the Cayuga creek empties. On the main shore, just above the mouth of the creek, and under shelter of the island, is a favorable site for a shipyard. So eligible is the position that it was selected by the United States government, in the early part of the present century, as a suitable point for building one or more vessels for the transportation of troops and supplies to the western ports. For that reason it was known in early times as the "old shipyard," and local traditions have been preserved in the memory of the early pioneers of its anterior occupancy for the same purpose by the French. Investigations among the archives of the *Ministere de la Marine* in Paris, have brought to light the existence of three manuscript maps, nearly contemporaneous with the construction of the Griffon. The first two were made by Jean Baptiste Louis Franquelin, hydrographer to Louis XIV., and the predecessor of Louis Jolliett in that office. The earliest of the three is a map of North America, purporting to have been "drawn in 1688, by order of the governor and intendant of New France, from sixteen years' observations of the author." It is five feet long and three feet wide. Lakes Ontario and Erie with the adjacent country, are, for that early day, remarkably well delineated. The Niagara river and Falls are distinctly represented with a portage road around the latter on the American side. Its most interesting feature is the design of a cabin on the eastern side of the river, midway between the two lakes, with this inscription: "*Cabane ou le Sr. de la Salle a fait faire une barque.*" (Cabin where the Sieur de la Salle caused a bark to be built.)

The next map, drawn by the same author in 1689, is substantially like that of 1688. The Niagara river is laid down, as on the former chart, with a cabin indicating the site where the Griffon was built. But the inscription differs slightly, it being "*Chantia ou la Sr. de la Salle a ft. fre une barque.*" (Stocks where the Sieur de la Salle caused a bark to be built.) The third map, drawn after Franquelin in 1699, has unfortunately been so closely trimmed for binding in atlas form as partly to cut off the Niagara river; but the inscription indicating, as on the other maps, that the vessel was constructed on the eastern side of the river, was left untouched, and it is as follows: "*Chantia de Sr. de la Salle from sa barq.*" (Stocks for the bark of the Sieur de la Salle.) This dock was referred to by the Marquis Denouville in a *process-verbal*, or act of taking possession of the territory of the Senecas in 1687, only eight years after the Griffon was built. He says: "LaSalle built a bark two leagues above the great Falls of Niagara, which navigated Lakes Erie, Huron and Illinois (Michigan,) the stocks of which are still to be seen." It will be noticed that Hennepin and Denouville agree in the distance above the Falls. The proofs now exhibited remove all doubts as to the site where the Griffon was built. The mouth of the Cayuga creek is, unquestionably, the true locality. In commemoration of the event the name of LaSalle has been appropriately conferred on the neighboring village.

La Salle, who had remained at Fort Frontenac, for the purpose of procuring supplies and materials for the proposed vessel, embarked, with his lieutenant, Tonty, on a brigantine of twenty tons and sailed for Niagara by the south shore of the lake. When near the mouth of the Genesee river he landed by canoe, and went to Tagarondies, which he had visited with the Sulpitians, Dollier and Gallinee, ten years before. At a council supplementary to the one just held by La Motte and Hennepin, he succeeeded, by his personal address, in gaining what they had failed to obtain, the full assent of the Senecas to the execution of his enterprises. Re-embarking in his vessel, he sailed westward toward Niagara. When about twenty-five miles east of that river, the wind having failed, he left the vessel, and, accompanied, by Tonty, pursued his way to Niagara by land. He left instructions with the pilot, that if the wind should blow from the northwest he should steer for Niagara, and if from the southwest he should seek shelter in the river of the Senecas.

[*Continued next week.*]

LITERARY NOTICES.

The March number of HARPER'S MAGAZINE contains the third installment of Miss Woolson's new story, "East Angels," which promises to be one of the most remarkable of American novels. The frontispiece is a sonnet by Wordsworth, set in a beautiful full-page illustration by Alfred Parsons. The illustrated articles are "The House of Orange," by Professor W. T. Hewett; "A Glimpse of some Washington Homes," by E. W. Lightner; "The Cape Ann Quarries," by Ellen Day Hale; "In an Old Virginia Town" (Fredericksburg,) by Frederick Daniel, and "The 'Tricks and Manners' of a Cat-bird," by Olive Thorne Miller, the illustrations of which are from drawings by William Hamilton Gibson. The third part of the anonymous novel, "At the Red Glove," is illustrated by C. S. Reinhart. This story is remarkable for its quaint humor and its faithful pictures of French life in Switzerland. John Fiske contributes the third and last of his series of papers on American political ideas, entitled "Manifest Destiny." The incoming of a new and Democratic administration gives special significance to a paper by the Hon. John Bigelow on Jefferson's financial diary. One of the most interesting papers in the number is Dr. A. L. Ranny's on the human brain, embracing the important results of recent investigation concerning the localization of cerebral functions. George William Curtis, in the Editor's Easy Chair, treating of our representatives at foreign courts, draws attention to the truly American character of Mr. Lowell's Birmingham address.

THE ATLANTIC MONTHLY for March is an unusually spirited number. Dr. Holmes here definitely opens his "New Portfolio," which is exceedingly engaging. Beside the three serials by Mrs. Oliphant, Miss Jewett and Mr. Craddock, which continue to increase in interest, there are several papers which are of value to thoughtful readers. The chief of these is a sketch by Clara Barnes Martin, called "The Mother of Turgeneff," which gives a curious account of the early influences which surrounded the great novelist. Two scholarly articles, "Time in Shakespeare's Comedies," by Henry A. Clapp, and the "Consolidation of the Colonies," by Brooks Adams, an almost painfully realistic story by Bishop called "The Brown-Stone Boy," and a delightful Mexican travel paper, with the grateful title of "A Plunge into Summer," by Sylvester Baxter, complete the longer articles of the number. The continuation of the papers on Madame Mohl must not be forgotten. There are, beside, four really good poems, and a fanciful little article, by Edith M. Thomas is so poetical in feeling that it naturally takes its place among the poetry. The usual careful book reviews and short notices, together with the Contributors' Club (which contains a criticism of Watt's pictures,) close this attractive issue. Houghton, Mifflin & Co., Boston.

THE MARCH CENTURY.—Recent events lend special interest to the opening paper in the March Century on "The Land of the False Prophet," by General R. E. Colston, formerly of the Egyptian General Staff, and leader of two expeditions in the Soudan. General Colston's article was written early in October, yet he seems to have anticipated the obstacles with which the British expedition has had to contend. Four profusely illustrated articles are comprised in the March contribution to the series on the American civil war; and they are remarkable both with respect to the pictures and to their historical importance. Colonel John Taylor Wood, the senior surviving officer of the Merrimac, describes the combat with the Monitor, as seen from within the Merrimac, and entitles his paper, "The First Fight of Iron-clads." This is followed by a graphic account of what took place "In the Monitor Turret," by the late Commander S. D. Greene, who commanded in the turret, and relieved Admiral Worden, when disabled in the pilot house. General Colston, who during the fight, was watching the Merrimac from the Confederate works on Sewall's Point, describes the scene in a brief paper with the above title. In the third part of the "Recollections of a Private," Warren Lee Goss describes the March up the peninsula with McClellan. Several subjects are treated in "Memoranda of the Civil War," notably the conduct of "General R. S. Ewell at Bull Run," who is defended by Major Campbell Brown, against statements made in General Beauregard's article, published in the November Century. The defense consists mainly of a correspondence which passed between Generals Beauregard and Ewell. In this number of the Century Messrs. James and Howells continue their respective serials. The astronomer Langley concludes his papers on "The New Astronomy." The editorials deal with "The Century War Series," the cholera and "Freedom of Discussion." In "Open Letters," "The Claims of Chicago" to future preeminence are discussed. The first edition of the February Century was 180,000, a subsequent edition bringing the circulation up to 210,000. The first edition of the March Century is the largest first edition of this magazine yet printed, namely, 190,000.

ST. NICHOLAS FOR MARCH opens with a frontispiece picture of the "Inauguration of President Garfield," to illustrate this month's installment of "Among the Law-makers," in which the boy-page tells also of General Grant's second inauguratian, and compares these with the inaugurations of Presidents George Washington and Thomas Jefferson. This is of special and timely interest to all patriotic American boys and girls.

Another attractive series, entitled "The Children of the Cold," is started to take the place of "Davy and the Goblin," who make their farewell bow and end their "believing voyage" in this number. The new series, while scarcely less wonderful, is quite true, and in it Lieut. Schwatka who has spent several years living among the Eskimo in their own homes, relates the many interesting things he knows about child-life in the Arctic Circle.

E. P. Roe, in the second chapter of "Driven Back to Eden," tells the entertaining story of how the little family of apartment-dwellers journeyed back to the garden-land while W. A. Rogers successfully performs a similar office for three chapters of J. T. Trowbridge's serial, "His One Fault."

Among the shorter stories are; a charming tale by Mrs. Julia Schayer, called "Liesel," "Little Kine," a bright story-sketch, by M. C. Griffis, of child-life in Japan, and a clever story by Sophie Swett, with the title, "How Santa Claus found the Poor-house."

THE SAILOR'S POCKETBOOK.

Not a great while ago an old sailor, who had just come on shore from a voyage to the East Indies and China, and had been paid off, came into Sam Cottrell's store, connected with his shipping business, on Clinton street, Boston, for the purpose of purchasing a pocketbook. He wasn't particular as to the quality of the article; but his messmates had pocketbooks, and he must have one. Cottrell exhibited his stock, from which Jack selected a calf-skin book of goodly proportions, and then drew from a small fob, in the waistband of his trowsers, a roll of bank notes, from which he counted out the price of the purchase. His next move was to return the roll of notes to the little fob-pocket, while the new wallet he put grandly into the breast-pocket of his blue jacket.

"Why, my dear fellow," said Cottrell, as he witnessed the operation. "what did you buy the pocket-book for?"

" 'Cause it's the fashion," replied Jack.

"But don't you intend to carry your money in it?"

The sailor shut up one eye, and laid a finger upon the side of his nose, as he said: "I know a trick worth two of that, mate. There's more use for a pocket-book than to put money in it." And away he went.

On the very next day he came into the store again, smiling and happy. "Give me another book, Mr. Cottrell. Hi! They've got it; and much good may it do 'em!"

Sure enough—the land-sharks had got his new pocket-book, but not his money.

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